

CONFIDENTIALCLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

5X1A

TOPIC Cottbus Airfield

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 20 October 1950

REFERENCES [REDACTED]

PAGES 1 ENCLOSURES (NO. & TYPE)

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Date: 2-2-88 BY: 25

25X1X

SOURCE [REDACTED]

1. The Cottbus (N 52/A 57) airfield which was observed between 11 and 2 p.m. on 29 September 1950 was not occupied by an air unit. Three twin-engine low-wing monoplanes with double rudder assemblies were parked in front of the hangar furthest to the west. *The six hangars were closed.
2. The main runway, extending from east to west, the secondary runway and the taxiways were serviceable. ** There were no lights along the runway. The hangars and barracks buildings were being repaired. About 100 laborers were digging in front of the three eastern hangars. Three small Diesel locomotives and about 20 dumpcars on narrow-gauge tracks were in use near the construction site. About 40 laborers were doing various jobs over all the landing field. Some were rolling the ground at the side of the runway, most of which had recently been sodded.
3. No other construction activity was seen at the field. The unloading facilities for standard-gauge railroad cars on the southern edge of the field was no longer in use. The ties of the dismantled narrow-gauge railroad tracks were piled there and the large grab-crane was ready for transportation. [REDACTED] loaded with large cement slabs, repeatedly went from the eastern end of the runway to a rubbish heap near the field. Several officers who studied a map were taken by [REDACTED]
4. A wind sock was on top of the flight control station. No AA guns or radar set were seen. The obstacle light was switched on at 5:10 a.m. although there was no flying.

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